

COUNTRY	East Germany	REPORT	25X1
TOPIC	Werneuchen Airfield		
EVALUATION	PLACE OBTAINED		25X1
DATE OF CONTENT			
DATE OBTAINED	DATE PREPARED 29 December 1952		
REFERENCES			
PAGES	5	ENCLOSURES (NO. & TYPE)	
REMARKS			

This is UNEVALUATED Information

25X1

25X1

25X1

25X1

25X1

25X1

1. During the period from 10 to 20 November 1952, there was no air activity at Werneuchen airfield except on 12 November, when an IL-28 plane towing an air sleeve was aloft. On 21 November, flying was practiced in the morning and, for a short time, after nightfall. The reasons for this light air activity could not be determined. [redacted] in the preceding year with the same weather conditions, flying had been practiced. On several days between 10 and 21 November, 36 IL-28s and VII-28s, 2 Li-2s and 4 Yak-11s were counted at the field, while the number of Po-2s continuously changed.¹
2. [redacted] the jet engines of IL-28 planes stationed at the field were being exchanged at regular intervals during the reported period. Work started on the easternmost planes and progressed toward the west.²
3. On 11 November, it was observed for the first time that the aircraft at the field were being completely covered with tarpaulins which were fastened by ribbons under the wings and fuselages. It was not observed that the planes were moored.
4. During the reported period, the compasses of IL-28 planes were being compensated and their weapons were being zeroed in. [redacted] before firing, the pilot looked into a box, about 8 x 20 which was about 40 cm in front of his eyes. Before the first shot was fired, the plane was adjusted; a pilot officer who continuously looked into the box giving the pertinent orders. When the lateral adjustment was completed, a man pushed the target up or down depending on the orders he received. After the shot was fired, the gun was loaded automatically and the noise of this operation was distinctly heard. The cartridge case fell down and was caught by a man who dropped it into a wooden box. It was 2.8 to 3 cm in diameter, had an estimated length of 10 cm and a smooth surface. It appeared that the nose guns were of larger caliber than the tail guns. While the tail guns were being adjusted, it was observed that the cartridge case had a bottle-like shape, about 2 cm in diameter at the bottom and 15 cm in diameter at the neck.³

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

25 YEAR RE-REVIEW

SECRET/ CONTROL - U.S.OFFICIALS ONLY

2

25X1

5. The spotlights which were previously located in the eastern approach lane in the extension of the runway were shifted to the extension strip of the boundary lights on the southern edge of the runway. Recently, one group of four red lamps 2 meters apart was erected both at the eastern and western ends of the runway; the first lamps were located at the northern and southern edges of the runway respectively at a right angle to the runway.
6. Faulty leveling caused rain water to collect to a depth of about 40 cm in the eastern section of the northern taxiway, southeast of the last hardstands. In order to drain this spot a drainage pipe, 386 meters long, was laid which carried the water to a deeper section in the southwestern direction.
7. A total of 40 fuel tanks, including 36 with a capacity of 21.8 cubic meters each and 12 with 24.2 cubic meters each were installed in the underground fuel dump prior to 21 November. Of these tanks 24 were provided with covers. [] the target date for filling the installation which was fixed on 15 December 1952 will be met.⁴
8. On 6 November, six 76-mm guns arrived at the field. Between 10 and 21 November, these guns were emplaced in a circle south of the eastern connecting lane between the runway and the southern taxiway next to the fence.⁵
9. On 10 and 11 November, there was no air activity at the field. It rained, and the visibility was poor. In the morning of 12 November, flying was practiced at the field. An IL-28 plane towing an air sleeve was observed aloft and, at the same time, the firing with aircraft weapons was heard. The last landing was made at 2:30 p.m. No air activity was observed on 13 November. [] maintenance work was being done on an IL-28 plane [] The cockpit and power plants of the plane were covered with tarpaulins. No air activity was observed at the field on 14, 15, 16, and 19 November.¹
10. The construction project at Berneuchen airfield, formerly called Object No 34, was re-designated Object No 35. [] this change was decreed in order to eliminate any indication of the military character of the construction project. The work force at the construction site was increased to 700 men by mid-November.
11. In mid-November, work was completed on about 40 percent of the shrapnel-proof aircraft revetments along the northern taxiway, beginning at its eastern end. Only one of these revetments was filled with earth so far. Work had to be discontinued as the conveyor belt was out of operation. After 19 November, 60 Soviet soldiers were observed working there for 5 to 6 hours per day.⁶

25X1

25X1

25X1

25X1

25X1

25X1

SECRET/CONTROL - U.S.OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

3

25X1

13. The Russians fixed the target date for the completion of construction work at the field as 15 December 1952. Since the target date had previously been postponed several times it was still doubted whether the new target date would be kept. According to the Brandenburg Bauunion, the delay of work could be explained by the fact that the work force worked together for too long a period, thus creating many personnel connections between the supervisors and the laborers. Construction Superintendent Stiegenmann (fnu) in Bernau, who was particularly suspicious in this respect, was refused employment by the Russians at other construction sites. In mid-November, Engineer Eschricht (fnu) of the Bauunion Brandenburg was transferred to Bernau in order to accelerate work there. It was repeatedly observed that Tittelwitz (fnu), chief of the Sub-surface Construction Section I of the Brandenburg Bauunion went to Bernau to inspect work there because the Bauunion feared the reaction of the Russians if the target date was not kept. In mid-November, most of the workers were engaged in construction work on the shrapnel-proof aircraft revetments.⁶

25X1

14. Between 17 and 20 November, no air activity was observed at the field. On the morning of 21 November, there was air activity by jet bombers. Between 4:50 and 7:30 p.m., three IL-28s practiced taking off and landing at the field. During the landing, the jet bombers switched on two landing lights fitted at their power plants. No air activity was observed between 6:30 and 9 a.m. on 22 November.¹

15. On 19 November between 10 a.m. and noon and on 20 November between 9 and 11:30 a.m., one IL-28 plane each was observed at the gun firing pit. Firing was practiced with machine guns.²

16. [redacted] railroad tank cars arrived at the field from Riesa Harbor [redacted]

25X1

17. On 16 November, three boxcars with empty bomb containers were shunted from the airfield to Bernau railroad station, from where the cars were dispatched to Luckau.

18. Fuel containers which arrived at the field included 2 on 11 November, 6 on 13 November and 9 on 17 November. They were unloaded near to the old gasoline dump in the northern section of the field. [redacted] an additional 40 containers were to be installed next to the old fuel dump.⁴

25X1

25X1

19. Up to 22 November, 12 fuel containers each were installed in pits III and IV of the new fuel dump in the southeastern section of the field. Thus, a total of 40 containers were in the new fuel dump on 22 November. A container with water for fire fighting purposes was installed between fuel pits I and II and between pits III and IV and the spur track respectively. These containers had a concrete cover which measured 6.3 x 3.3 x 2.5 meters, with a manhole protected by a roof. The walls were 25 cm thick at the bottom and 15 cm at the top. The floor consisted of a concrete layer 25 cm thick. It was rumored that the fuel pits were to be covered with a layer of concrete. [redacted] a fuel tank with the name of the manufacturing firm which read Brauereimaschinenfabrik Halle.

25X1

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

4

25X1

25X1

All the aircraft were serviceable, their oil container being filled with 120 liters of oil.

The cooling liquid was drawn off. The aircraft were not equipped with a full set of tools. Aircraft and engine cowlings were missing. Weapons were fitted on all the planes. Special equipment was also on the aircraft except for generators, and ATshChO and AM type clocks. The radio transmitting set of type PSD-3 and radio receiving sets of types US-1 and RPK-10 were dismantled from the planes

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

5

25X1

1. Comment. No change was observed in the occupation of Werneuchen airfield. The number of 36 IL-28 and MiG-28 planes observed at the hardstands agrees with the previously reported aircraft strength of the two bomber regiments. The little air activity can probably be explained by the bad weather.

25X1

It is possible that, because of an exchange of personnel, there was more primary training, which had to be discontinued during bad weather.

2. Comment. It was previously reported that, during the last third of October, the jet engines of about 20 IL-28s were exchanged. According to the present report, this activity was continued in November. It is unknown whether this work was performed by the OATBs of the regiments or by work details of an ATD. Efforts have been initiated to determine whether the same measures are taken at other bomber airfields. The compensating of aircraft compasses and the zeroing in of aircraft weapons is connected with the exchange of the jet engines.

25X1

presence of an aiming device, the present report claims the presence of such a device and gives its estimated size.

3. Comment. This information agrees with a previous statement to which the tail weapon has a smaller caliber than the nose weapon. From the description of the cartridge cases it is inferred that the nose weapons have a caliber of 23 mm and the tail-weapons a caliber of 20 mm. According to previous reports, the nose and tail weapons have a caliber of 23 mm.

25X1

25X1

4. Comment. The fuel dump in the southeastern section of the field has a capacity of about 1 million liters. The old dump on the northwestern side of the field is being enlarged so that the two dumps will have a total capacity of 2 million liters.

25X1

5. Comment. The AA batteries were being exchanged at Werneuchen airfield as was observed at other airfields in East Germany. Werneuchen airfield is believed to be occupied by three heavy and two light AA batteries which are emplaced in the northwestern and southeastern sections of the field.

25X1

6. Comment. From the present status of work on the shrapnel-proof aircraft revetments along the northern taxiway it is inferred that the target date of completion fixed on 15 December 1952 will not be met.

25X1

7. Comment. Laundry was turned in by members of Unit assigned to an OATB of the two bomber regiments in Werneuchen.

25X1

- 8.

25X1

9. Comment. The members of the commission are reported for the first time. The reported radio sets are unknown with regard to their types and purposes. The notes must date back rather far as no Pe-2s were stationed at Werneuchen airfield after April 1951.

SECRET/CONTROL - U.S. OFFICIALS ONLY